

18 November 2024  
P3028 BARR 42A Kookaburra Parade Woodbury Learning Centre

ATWEA Alesco Secondary College  
C/- Barr Planning  
Carrington NSW

**Attn: Samuel Liu**

Dear Samuel,  
**Proposed Alesco Secondary College, 42A Kookaburra Parade, Woodberry, , NSW**

Further to your recent email, we have now completed our site work for the proposed change of use for the learning centre to be located at 42A Kookaburra Parade, Woodberry. We have reviewed the documentation provided in relation to the change from a community facility to allow for the proposed education space and provide the following assessment of traffic, parking and access to support the Development Application being prepared for the project.

The following assessment has been prepared taking into consideration the requirements of the Austroads Guidelines and Guide to Transport Impact Assessments together with the relevant planning controls outlined within the Maitland Development Control Plan 2011.

### **Background and Existing Situation**

ATWEA propose to establish an Alesco Secondary College (100 places) at 42A Kookaburra Parade, Woodberry.

The proposed development comprises a change of use of the Community Facility to an Educational Facility to accommodate enrolments of up to 100 high school students.

Alesco Secondary College aims to offer education to young people whose circumstances have previously prohibited them from finding success in education and to provide opportunities for these young people to prove their capabilities; that their potential is endless, and they can succeed in an environment that is designed specifically for their inclusion and experiences.

### **Site Location and Access**

The subject site is located at 42A Kookaburra Parade, Woodberry as shown in Figure 1. The site has frontage to Lawson Avenue, Lark Street and Kookaburra Parade with vehicle access from driveways to both Lark Street and Kookaburra Parade.

The subject site has been a community hall with an at grade carpark providing 35 parking spaces including one disabled space.

The proposal is for the community facility to provide learning space for the ATWEA College. The surrounding land use comprises mostly residential dwellings with the Woodberry shopping centre to the west of the site.



Figure 1 Site Aerial View

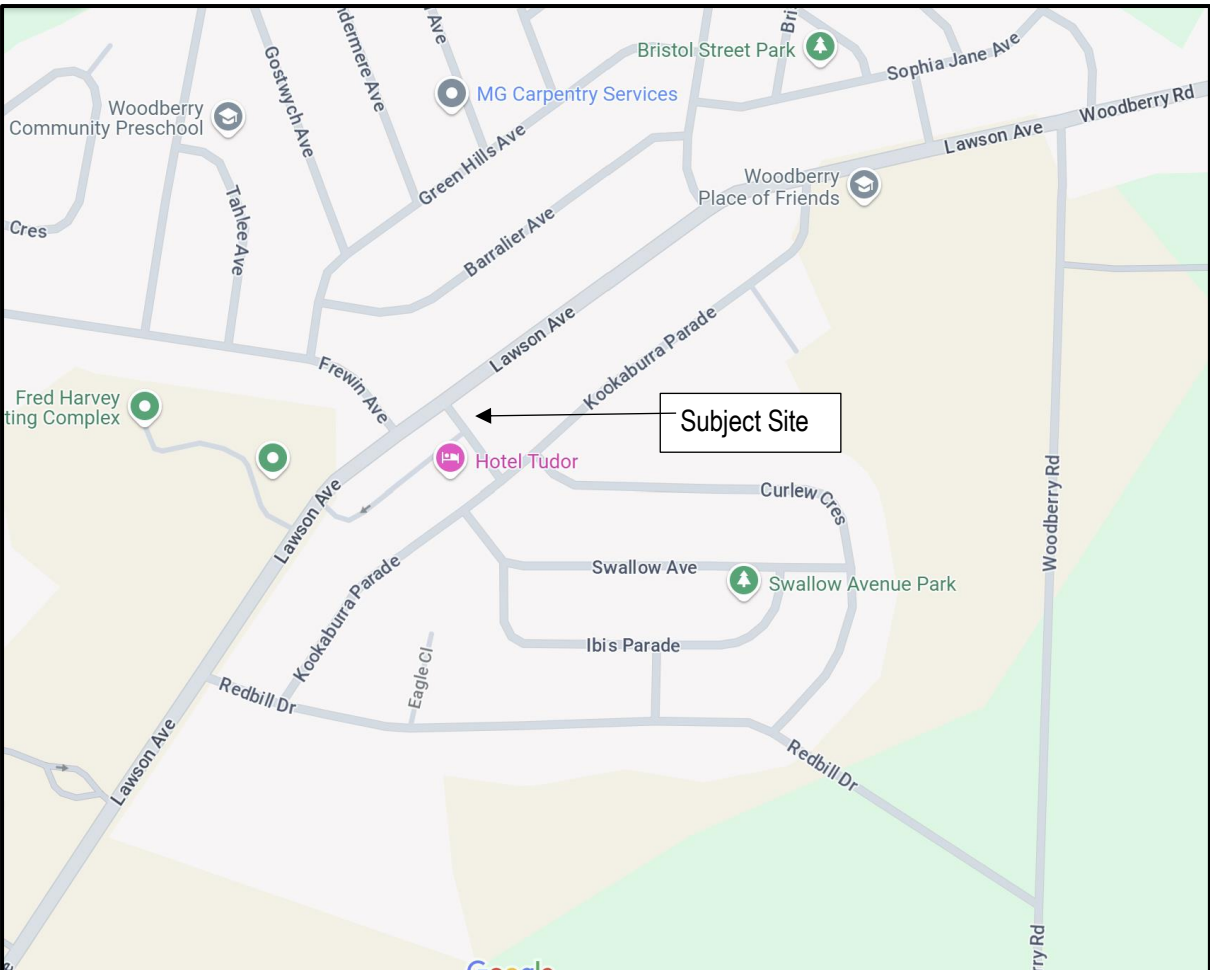


Figure 2 - Location of the subject site within the context of the local road network.

### Road Hierarchy

**Lawson Avenue** is the main road passing through the locality. It provides the primary link between Anderson Drive (Beresfield) to the south and to the north becomes Woodberry Road providing a connection to Raymond Terrace. In the vicinity of the site, it provides a single lane of travel in each direction with parking and a shared bike lane on each side. It operates under the posted speed limit of 50km/hr, has kerb and guttering, footpaths and street lighting.

**Lark Street** is a short length of road between Lawson Avenue and Kookaburra Parade providing access to the commercial centre/neighbourhood shops on the western side and the subject site on the east. There is a footpath and bus stop along the site frontage.

**Kookaburra Parade** is a local street providing access to various streets and dwellings as well as the commercial centre/neighbourhood shops. It runs parallel to Lawson Avenue and connects with Lawson Avenue at its northern end. It operates under the posted speed limit of 50km/hr, has kerb and guttering, a footpath and street lighting.

These roads are under the care and management of Maitland City Council.

### Current and Proposed Roadworks and Traffic Management Works

Except for maintenance, no road works or traffic management works are proposed in the general vicinity of the site.

Extensive roadworks are occurring on the New England Highway to the south of the locality with the M1 Pacific Motorway being extended north through to Heatherbrae.

### Traffic Surveys

Traffic surveys were undertaken by Seca Solution at the intersection of Lawson Avenue and Lark Street on Tuesday 24<sup>th</sup> September 2024 to determine the current traffic demands in this location. These surveys were completed during a typical weekday morning (7:45am-9:15am) and afternoon (2.45pm-4.15pm) to coincide with the typical peaks associated with the school. The peaks were confirmed as being 8.00-9.00AM and 3.00-4.00PM.

A summary of the peak hour volumes obtained from these surveys is shown in Figure 3 below.

From this it can be seen that two-way flows on Lawson Avenue south of the site are 420 vehicles per hour (vph) in the morning peak and 435 vph in the afternoon peak. Flows on Lark Street are much lower being less than 100vph.

Based on the surveys, heavy vehicle flows were 4% of the vehicle count.

Peak hour traffic volumes typically represent between 8-12% of the daily traffic volumes. Applying 10% the daily traffic volumes on Lawson Avenue would be in the order of 4,300 vehicles per day (vpd) with daily demands on Lark Street being less than 1,000 vpd.

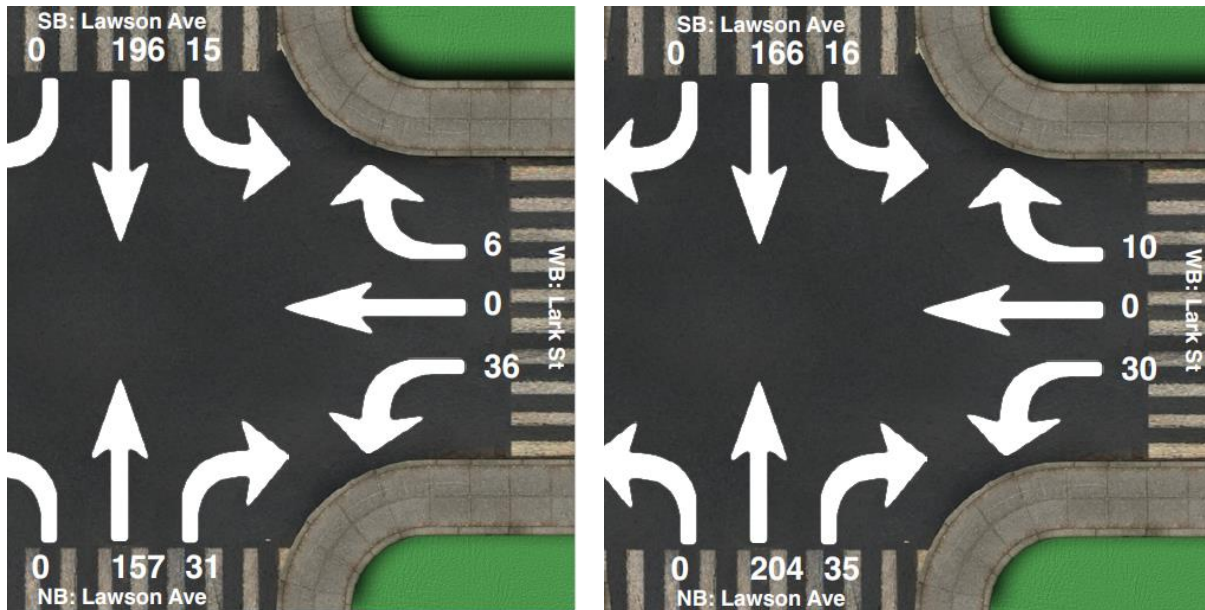


Figure 1 Surveyed Peak Hour Demands 8.00-9.00 AM

3.00-4.00PM

### Existing Site Flows

The site historically has been a community hall and would have seen typical traffic demands occurring outside of the local road peak being through the day and of an evening depending upon the hall usage.

### Current Road Network Operation

Observations on site indicates that these local roads operate well with the traffic surveys confirming they operate well within their mid-block capacity.

Performance standards for assessing the capacity of a road are described in *Table 4.4 Urban road peak hour flows per direction* Guide to Traffic Generating Developments.

Lawson Avenue is operating at Level of Service B being between 200 and 380 vph per direction.

Delays at intersections are minimal, primarily being as drivers slow to negotiate a turn or for side roads whilst they confirm a suitable gap to turn onto Lawson Avenue.

There is therefore considerable spare capacity within the local road network to accommodate development in this area.

### Traffic Safety and Crash History

A review of the most recent crash data available from the Transport for New South Wales Centre for Road Safety for the 2019-2023 period indicates that there have been no accidents within the vicinity of the site.

The local roads and intersections are well aligned allowing clear visibility and a safe layout as indicated by the crash data.

Car Parking Demands and Availability

There is parking permitted along the local roads with ½P parking controls on the service road to the rear of the commercial centre (Kingfisher Lane). Parking demands are low with most dwellings providing parking on site. There are parking demands to the west of the site associated with the local shopping centre.

Pedestrian and Cyclist Facilities

There are footpaths on at least one side of the local roads with footpaths on both sides of Lawson Avenue connecting to bus stops and one along the site frontage on Lark Street. There is a pedestrian crossing across Lawson Avenue to the west of the site.

There is a shared parking/cycle lane marked on both sides of Lawson Avenue (**Attachment B**).

Public Transport

Trains service the area being on the Hunter Line with trains between Newcastle and Maitland (and beyond to Dungog and Scone). There is a station at Beresfield 1200m south of the site.

Buses (Service 145 Greenhills Stockland, Service 181 Rutherford Shops) service both Lawson Avenue as well as Lark Street.

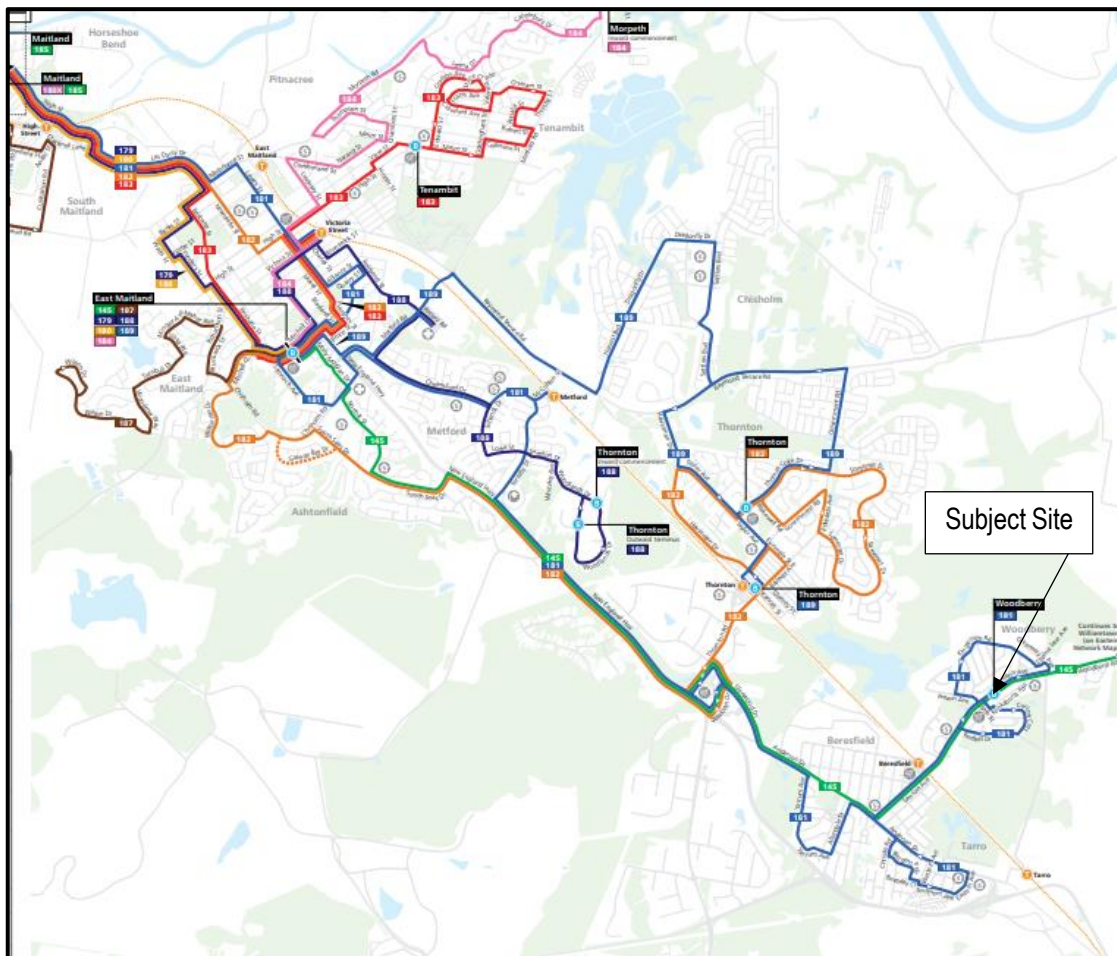


Figure 4 Details of bus routes 145 and 181 in vicinity of site

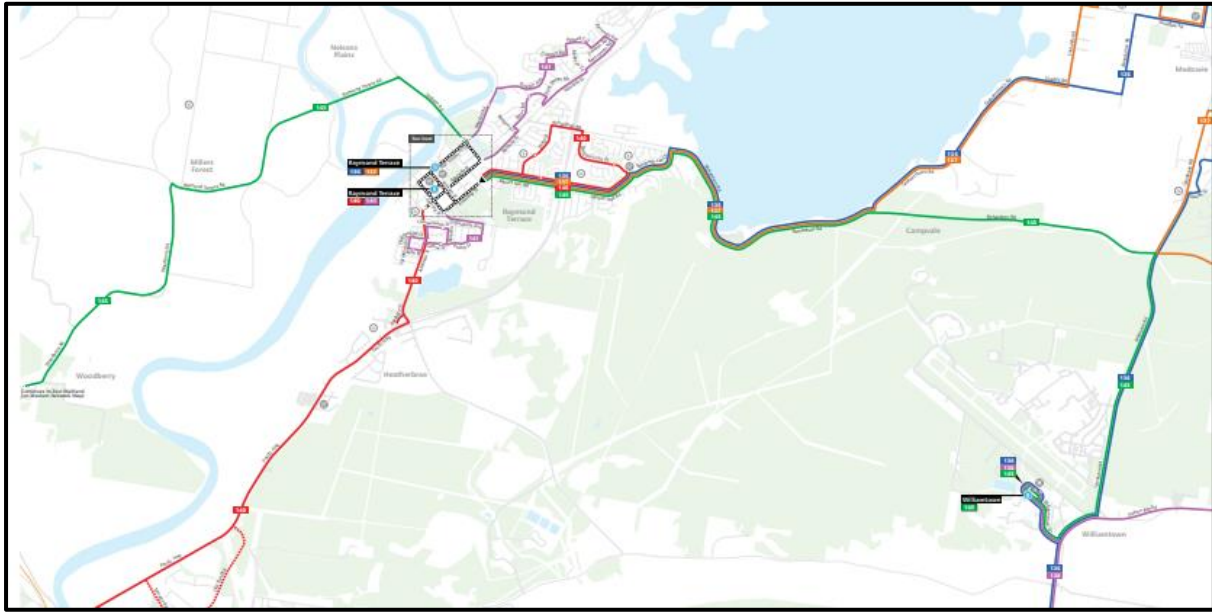


Figure 5 Details of bus route 145 east of Woodberry

### Other Developments

The area is mature with minimal redevelopment evident.

### Proposed Development

The proposal allows for the change of use of the community facility to an educational establishment catering for up to 100 students.

Due to the nature of the students' needs average attendance, based on a review of data from other existing campuses in the area, is typically only 60% on any one day and so with a cohort of 100 students only 60 are likely to be at school at any point in time.

Consistent with most school operations, the hours of operation on site shall be between 7:00am and 5:00pm. The student's attendance hours will range between 9:00am and 3:00pm.

No changes are proposed to the existing access arrangements with the at grade carpark accessed from Lark Street per the existing situation. A second driveway, on the northern side of the site, connects with Kookaburra Parade.

A concept site plan for the development is provided within **Attachment A**.

### Review of Parking

#### Parking Supply

The site shall rely on the existing 35 parking spaces provided on the site.



## Car Parking Demands

Maitland Development Control Plan 2023 provides the following car parking rates for schools:

1 space for every employee or staff member

*plus*

1 space for every 30 students over 17yrs for High Schools and 1 space for every 5 students for Higher Education Establishments

*plus*

provision for a drop off / pick up area

Applying these rates, the proposed school would require 10 car spaces allowing for up to 10 staff. The number of 18 year + students would be less than 30 so 1 space is appropriate for student requirements.

This would see a total parking requirement of 11 spaces. A total of 35 spaces available on site is therefore adequate to accommodate these parking demands.

The provision of a drop off/pick up area can be provided within the site with vehicles able to enter one driveway (Lark Street) and exit the other (Kookaburra Avenue), circulating through the site to allow for the safe drop off or pick up as required.

## Bus Demands

Students are encouraged to utilise public buses to travel to school.

There are bus stops on both sides of Lawson Avenue as well as on Lark Street. The bus stop on the opposite side of Lawson Avenue is accessed by a pedestrian crossing to the west of the site.

For school trips shuttle buses are typically used therefore there is no requirement for large bus/coach access to the site nor the need for a school bus zone.



*Photo 1 Typical mini-bus used by Alesco for student trips*

### Bicycle Parking

The MDCP provides guidance for the provision of bike parking for staff and visitors references Section 4.1 of the Austroads publication - Bicycle parking facilities.

Given the location of the school with convenient access to local bike routes the provision of secure bike storage is considered desirable for the site.

Suitable storage can be provided in a secure, convenient area to allow for staff and student who may ride as well as passive surveillance from surrounding rooms within the school.

### Pedestrian Demands

Pedestrian facilities within the immediate vicinity of the site connect with bus stops and the surrounding housing area.

### Site Servicing and Emergency Access

The site shall have minimal servicing needs with the main being that of waste collection. This is consistent with its function as a community hall. Waste shall be collected on site outside of the peak school pick up and drop off times to avoid impacting the car park operation.

The majority of other requirements for the school will typically be brought by staff to the site.

There is therefore minimal need for service vehicles to access the site. Services would typically be provided by van sized vehicles which can enter and park within the site as required. Occasional deliveries by larger vehicles can occur on site by standing within the parking aisle. Such deliveries will be scheduled to occur outside of morning and afternoon arrival/departure times.

Emergency vehicles will be able to access the site using the existing driveways.

### Review of Access

Access to the site shall continue to be as per the existing situation with a combined entry/exit driveway off Lark Street and a second driveway off Kookaburra Parade. These accesses have allowed for the prior use of the site as a community hall with 35 parking spaces.

The driveways provide for all turning movements however the Lark Street driveway is expected to primarily see left in and right out movements. Both driveways shall operate with minimal demands given free flow into the site. There are no queues anticipated onto Lawson Avenue with any queues able to be contained within the site.

The school plan of management identifies that the carpark shall operate one way for drop off and pick up with entry of Lark Street and exit onto Kookaburra Parade.

### Sight Distances

Sight Distance requirements for the site are outlined in AS2890.1 : Minimum of 49 metres, 65 metres desirable for the posted speed limit of 50km/hr

Due to the short length of Lark Street and its straight alignment visibility is available to its intersections with Lawson Avenue to the right (west) and Kookaburra Parade to the left (east). The available sight distance of 49 metres to the left meets the minimum requirements. The sight distance to the right is 45 metres. This meets the minimum



requirements of a 40km/h road frontage (35 metres). Vehicles turning at the Lark Street intersection are travelling at less than the posted speed limit and so this sight distance is appropriate.

The access onto Kookaburra Parade meets the requirements with sight distances of 90 metres to the right (south) and over 300 metres to the left (north).



Photo 2 - View looking west (right) from existing access on Lark Street to intersection with Lawson Avenue



Photo 3 - View looking east (left) from existing access on Lark Street to intersection with Kookaburra Parade



Photo 4 - View looking south (right) from existing access on Kookaburra Parade



Photo 5 - View looking north (left) from existing access on Kookaburra Parade



## Review of Traffic Impacts

### Traffic Generation

The Guide to Transport Impact Assessments does not provide standard trip rates for schools or education facilities.

Given the unique nature of this school the following traffic demands have been determined in consultation with the project team:

**Staff movements** – up to 10 vehicles arriving in the hour prior to the start of the day (8.00-9.00am) and 10 vehicles leaving at the end of the day (4-5pm). This is a worst-case scenario allowing no shared or active travel to the site.

**Student movements** – allowing 50% of students to arrive by means other than private vehicle (mainly public bus, some cycling and walking to school) and assuming 100% attendance to provide a robust assessment  
- up to 50 vehicles arriving and departing within the 30-60 minutes at the start of the teaching day (8.30-9.15am) and returning and leaving around the end of the school day (2.30-3.00pm). This allows all students to arrive prior to the start of the school day however student arrivals can occur more spasmodically than this.

This could see 110 vehicle movements (60 inbound/50 outbound) in the morning peak hour (8-9am), 100 vehicle movements (50 inbound/50 outbound) in the afternoon peak (3.00-4.00pm) with staff normally departing once students have left.

### Traffic Distribution

Traffic approaching the site is expected to primarily use Lawson Avenue with demands split equally to the north and south based on the traffic surveys.

The impact of these additional trips on the local road network in the morning is well within the capacity of this road. Sixty additional trips two way in either direction shall not impact the existing level of service for Lawson Avenue. The impact in the afternoon would be less with staff typically leaving after students with only staff demands (10 vph per direction) potentially coinciding with the PM peak flows.

### Impacts to Intersection Performance

The key intersection that could be impacted upon by the proposed development is the intersection of Lawson Avenue and Lark Street. Observations on site confirm this intersection operates with minimal delays.

Based on the Austroads Guide there is no requirement for detailed modelling of this intersection, given the relatively low number of additional trips associated with the proposed development together with the low number of vehicles using this intersection.

### Construction

It is noted there are no physical works proposed as part of this DA.

**Conclusion**

From the site visit completed and the above assessment of parking, traffic and access against the requirements of the Guide to Transport Impact Assessment and Maitland Development Control Plan, it is concluded that the proposed change of use for the community hall to an educational establishment shall have an acceptable impact upon the surrounding road network and is recommended for approval.



- The unique nature of the school sees a low number of student places with attendance often less than capacity.
- Parking shall be contained within the site with parking provided in excess of the DCP and meeting the demands for the proposed use.
- The additional traffic movements generated by the development shall have an acceptable impact on the road network given the low student numbers.
- Traffic generated by the development is well within the capacity of the local road network and shall see no change to the overall level of service on Lawson Avenue.
- There is no change proposed to the existing parking on site nor the current access arrangements. Suitable sight lines are available with vehicles on Lark Street travelling at speeds lower than the posted speed limit of 50km/h.

Please feel free to contact me on 4032 7979 should you require any additional information.

Yours sincerely,



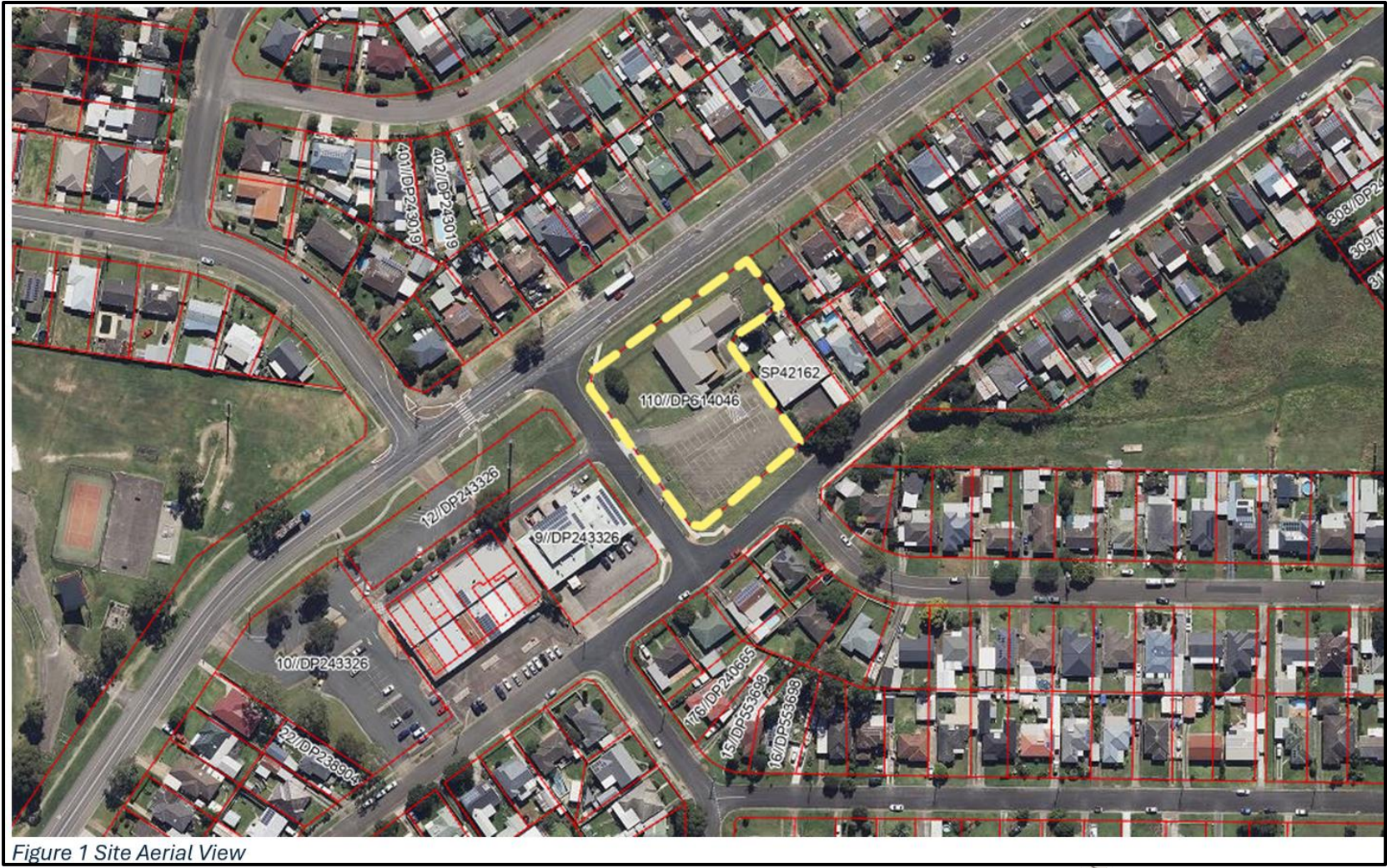
Cathy Thomas  
Director

Version	Date	Description	Prepared by	Reviewed and Approved for Issue
Ver01	27/10/24	Draft	C. Thomas	S. Morgan 
Ver02	18/11/24	Final	C.Thomas	S.Morgan 

List of Attachments:

- Attachment A – Site Location
- Attachment B - Cycling Routes

Attachment A –Site Location



Attachment B - Cycling Routes

